

[1130]

ESTABLISHED 1857.

Registered as a Newspaper at the General  
Post Office in the United Kingdom

[770]

No. 17,638. 號八十三百六千七萬一第 日一初月十年寅甲 HONGKONG, WEDNESDAY, NOVEMBER 18TH, 1914. 三拜禮 號八十月一十年三國民華中 PRICE, \$3 PER MONTH.

Hongkong, 27th June, 1914.

1000



## INTIMATIONS

A. S. WATSON  
& CO., LTD.

WINE &amp; SPIRIT MERCHANTS.

## BRANDY.

	Per Case of 1 doz.	Per Bot.
A. SUPERIOR PALE, Red Capsule ... ..	\$30.40	\$2.65
B. SUPERIOR OLD COG- NAC, Red Capsule ...	33.76	2.90
WATSON'S XXX COG- NAC, Gold Capsule ...	34.80	3.00
WATSON'S XXX COG- NAC (2 Bottle, 2 Doz.)	37.00	1.60
HENNESSY XXX ...	41.40	3.45
C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule ... ..	40.30	3.45
D. VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule ... ..	46.90	4.00
BOUTELLEAU'S CHAMPAGNE LIQUEUR ... ..	62.40	4.55
E. FINEST OLD BROWN BRANDY, Gold and White Capsule ... ..	53.50	4.55
MARIE BRIZARD and ROGER'S FINE PALE COGNAC ... ..	31.50	2.65
S. V. F. V. O. COGNAC	79.70	6.65
V. O. L., 60 Years Old ...	118.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old ... ..	157.50	13.15

\* These Brandy bottles by ourselves are  
guaranteed Grape Spirit and of Pot Still  
Distillation.

A. S. WATSON & CO.,  
LIMITED,

HONGKONG AND CHINA.

[19]

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the  
news column should be addressed to THE  
EDITOR.

Correspondents must forward their  
names and addresses with communica-  
tions addressed to the Editor, not for  
publication but as evidence of good faith.  
All letters for publication should be  
written on one side of paper only.

No anonymously signed communica-  
tions that have already appeared in  
other papers will be inserted.

Orders for extra copies of DAILY PRESS  
should be sent before 11 a.m. on day of  
publication. After that hour the supply  
is limited. Only supply for Cash.

Telegraphic Address: PRESS.  
Codes: A.S.C. 3th Ed. Lieber.  
P.O. Box 34. Telephone No. 12.

## DEATHS.

GARDNER.—September 30th, at Aberdeen.  
C. T. GARDNER, C.M.G., aged 72, late  
of H.B.M.'s Consular Service.  
LEWIS.—October 3rd, at Warrington-  
crescent, W. ALBERT LEWIS, late of  
Chinese I.M. Customs Service,  
aged 67.  
WALSH.—October 6th, at Meadow Croft,  
Woldingham, Surrey. F. WALSH, late  
of Kober, aged 72.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, NOVEMBER 18TH, 1914.

The long and anxious pauses in the war  
afford an opportunity for a necessary  
retrospective survey. In looking back  
upon the comparatively tranquil  
condition of the countries before the  
outbreak of the war, nothing appeals to  
us with greater force than the prophetic  
writings of those who, in the comfortable  
and nonchalant days of peace, were  
looked upon as scare-mongers of the  
Yellow Press nature; persons who were  
so mentally endowed that they could not  
allow other people to enjoy a life  
unmarred by any visionary troubles of  
glutinous and hateful national neigh-  
bours. They were looked upon in short as  
the literary pests of a happy-go-lucky  
society. It is not strange to those of us  
who sympathised with the more serious  
prophecies of German preparations for a  
continent-sweeping war and the eventual  
lowering of the proud head of Great  
Britain, that their warnings have now  
materialised to the extent of the  
revelation of a great and military-ridden  
Germany whose sole aim, at whatever  
cost, was to depose Britain from her proud

and commanding position among the  
nations of the world; an aim created by  
a deep and tremendous national hatred.  
Dr. DILTON, one of the leading students  
and writers of continental politics, stated  
recently:—"Germany has at last doffed  
the mask which duped for years a large  
section of the English-speaking people,  
whose members are prone to judge others  
by themselves." And Dr. DILTON was  
one of the prophets mentioned above. In  
1911 he wrote, among other things, as  
follows:—"The truth is that in this  
country (England) we utterly fail to  
fathom the German *psyche*, just as in  
the *fatherland* they misunderstand the  
workings of the national British soul.  
What is meant, while clear enough, is  
that the peace of Europe is at the mercy  
of well-armed, restless, ill-balanced  
Germany; that no section of that gifted  
and enterprising people differs suffi-  
ciently in its mode of thought and  
feeling from any other section to warrant  
our regarding it as a check upon rash  
impulse, vengeful aggression, or  
predatory designs; that treaties possess  
no binding or deterrent force, and that  
friendly conduct on the part of Great  
Britain or France has no propitiatory  
effect. Brute force is the only thing that  
counts; and henceforth the peace Powers  
must store it up at all costs." This well-  
defined idea of what was bound eventually  
to happen has developed with an almost  
tragic exactness. The British soul, which  
is a traditional lover of peace, though  
not peace at any cost, has continually  
sought to live at ease with the world, and  
particularly so with Germany, whose  
rivalry in the sphere of world-commerce  
was never looked upon in anything but  
the nature of a business competitor;  
whose presence, perhaps, made things  
easier for the middle class purchaser.  
Then there was the wealth of German  
culture, the existence of which was taken  
full advantage of by our own English  
Society, the erudition of whose sons and  
daughters was not considered complete  
unless several years had been spent in  
the quiet and studious atmosphere of  
German colleges. Against the ominous  
cries of the prophets it was urged that  
this remarkably high standard of German  
culture had developed to such an extent  
in numbers that it would be the deciding  
factor against the world-wide and  
devastating war predicted. With the  
existence of such an organisation of deep  
studious war by Germany was held to  
be impossible. Germany would never  
quarrel with a nation whose existence  
was of so much material interest to  
herself, and honour, the product of real  
culture, would never allow the breaking  
of treaties. With what a crash has the  
German idol fallen and revealed all its  
bad points; deep hatred, a studious  
preparation of war with all its horrors,  
and a brutal disregard for the weak. In  
dwelling upon the happenings of the war  
one might very well inquire what has  
happened to that obvious spirit of  
brilliant culture in Germany, the  
existence of which was reflected in many  
ways? It has merely fulfilled Dr.  
DILTON's prophecy: "...no section of  
that gifted and enterprising people  
differs sufficiently in its mode of thought  
and feeling from any other section to  
warrant our regarding it as a check upon  
rash impulse. ... Brute force is the  
only thing that counts." Though good and  
forceful in itself, German culture was  
not allowed to escape the influence of the  
greater and stronger spirit of military  
aggression, and thus, at a time when  
culture should have said, "We will  
have none of this," it was too weak to  
resist the impulsive rush of armies. The  
three-year-old prophecy of Dr. DILTON  
has been fulfilled to the letter, and in  
supplementing a review of his prophecy  
the same writer remarks: "When a  
State ceases to set any specific value on  
its solemnly pledged word, when it  
concludes treaties, not with a view to  
take upon itself an obligation but only  
to handicap its rivals, it becomes the  
enemy of the commonwealth of nations,  
and should be treated as such. ... Such  
limitations of Germany's liberty to make  
mischievous in future as the peace-loving  
people now forced to take up arms may  
deem essential to their well-being, must  
be effected not by those moral checks  
which treaties and conventions supply,  
but by the impotence which material force  
inflicts. In plain language, Germany  
must be rendered politically and  
militarily innocuous. Between this con-  
summation and the ruin of European  
civilisation there is no middle way." These  
words may savour of unnatural  
harshness and severity; but who can deny  
that they are called for? Germany has  
become at once the enemy of peaceful  
nations; she is a national outlaw and  
must be treated as such by the combined  
efforts of the other great Powers. And  
an outlaw of such a character can really  
expect but one fate: at the hands of  
nations whose ire has been roused by  
happenings which should have been alien  
even to a war of such magnitude,  
Germany, to render life really worth  
living, we know it, must be rendered  
politically and militarily innocuous.

The matinee performance of "The Blue  
Bird" takes place this afternoon.

Mr. J. A. S. Bucknill, Chief Justice  
of the Straits Settlements, is going home  
for eight months.

Between them the P. & O. and the  
British India Companies have chartered  
to the Government 100 steamers aggregat-  
ing 600,000 tons.

It is worthy of note, remarks the *Singap-  
ore Free Press*, that the news of the  
Kuden's visit to Penang reached Achep  
and Sabang before 9 o'clock on the morn-  
ing of the exploit.

Major A. F. Henderson, Indian  
Cavalry, who is reported amongst the  
killed in *The Times* of September 28th,  
was the son of Mr. Edward Henderson,  
well-known to many people in China.  
Major Henderson, the *N.C. Daily News*  
says, was born in Shanghai about 1875-  
1876 and was educated at Cheltenham,  
which he left to join the Indian Staff  
Corps.

The usual fortnightly meeting of the  
Sanitary Board was held yesterday, the  
Head of the Department (Mr. G. N. Orme)  
presiding. There were also present the  
Hon. Mr. E. R. Hallifax, Lieut-Colonel  
Gordon-Hall, Dr. Fitzwilliams, Messrs.  
P. W. Gollring, Chan Kai Ming, and  
Ng Hon Tsu, with the Medical Officer of  
Health (Dr. P. Clark), the Assistant  
M.O.H. (Dr. W. W. Pearse), and the  
Secretary (Mr. E. W. Hamilton). The  
only business of public interest was the  
adoption of a motion by the President  
that a latrine adjoining the offices of the  
Sanitary Board should be abolished.

Mr. J. W. Lee-Jones, Deputy Registrar  
and Accountant of the Supreme Court,  
leaves for Home to-day on retirement  
from the Colonial service on pension.  
Mr. Lee-Jones came out to the Colony as  
an Assistant Master at the Government  
Central School (now Queen's College) in  
1884. Ten years later he was appointed  
to act as first clerk at the Magistracy, and  
in 1896 he passed his final examination  
for the Bar. Thereafter he was appointed  
Acting Deputy Registrar and Accountant  
at the Supreme Court, and the sub-  
stantive appointment was made in 1901.  
Mr. Lee-Jones has also on several occa-  
sions filled the post of Appraiser, and at  
the time of his retirement held, in addi-  
tion to his permanent post, that of Deputy  
Master of the Prize Court. Mr. Lee-  
Jones is a barrister-at-law, having been  
called to the Bar at Gray's Inn in 1903.  
By his retirement the Supreme Court  
loses a conscientious and capable officer.

The death took place at Aberdeen on  
September 30th of Mr. Christopher  
Thomas Gardner, C.M.G., who retired  
from the British Consular Service in 1899  
after distinguished service. Mr. Gar-  
dner, who was 72 years of age, entered the  
Consular Service in China in 1861, and in  
the course of his career he was successively  
stationed at Canton, Chefoo (where he  
also acted for Denmark, Austria, and  
France), Ichang (then the furthest open  
port on the Yangtze), Newchwang (where  
he was in charge of German, Austrian,  
and Danish interests in addition, and  
was also appointed protector of French  
subjects in Manchuria during the Franco-  
Chinese War), Hankow, Amoy, and  
finally from 1894 Consul-General in Korea  
until he retired through ill-health.

On his return to England he lived  
for a number of years at Chel-  
tenham. He was a great authority upon  
Chinese questions, and his services as a  
lecturer upon such topics were in great  
demand by the Primrose League, the  
Victoria League, and kindred societies.  
The C.M.G. was bestowed upon him in  
1892.

AN ALLEGED REVOLUTIONARY  
SENT FOR TRIAL.

The Chinese who was arrested on the  
Wing Lok Street Wharf on the 7th inst.,  
just as he was boarding a steamer for  
Macao, for being in unlawful possession  
of dynamite, detonators, and fuse, was  
committed for trial by Mr. C. D. Mel-  
bourne at the Magistracy yesterday.  
Chief Detective Inspector Morrison told  
his Worship that the defendant was  
formerly an officer in the Canton Army.  
He joined in the first Revolution, and  
afterwards got a post as Acting-Com-  
mander of the troops at King Chan.  
When Chao Kwang Ming fled from Canton  
he also fled.

## INCREASED PRICE OF RUBBER.

## INTERIM DIVIDENDS.

A London telegram to the *Penang  
Gazette*, dated November 8th, says:—  
The sharp rise in rubber to 2/7½ is  
attributed to Government contract re-  
quirements.  
The following interim dividends are  
announced:—  
Langdon ... .. 5 per cent.  
Ladbroke ... .. 5  
Kampong ... .. 5  
and placed to reserve \$25,000.  
Sungei Matang are reconstructing and  
minimising a shilling assessment.

WILL INVASION OF ENGLAND  
BE TRIED?

## A GREAT ADVENTURE.

[BY "THE TIMES" MILITARY CORRESPONDENT.]

Now that the war is reaching the climax  
of its violence we must anticipate that all  
the living forces of Germany will be  
thrown into the conflict, and that the  
German Navy will no longer remain inert.  
We must expect to be attacked at home,  
and must not rest under any comforting  
illusions that we shall not be assailed. As  
an attack upon us can have no serious  
effect unless the intention is to land an  
expedition in England for the purpose of  
compelling us to sign a disastrous peace,  
it is well that we should look the situation  
calmly in the face, and reckon up not only  
Germany's power to do us harm, but also  
our power of resistance, and means for  
improving it.

The naval aspect of this problem has  
been, and doubtless will be again, con-  
sidered by the Naval Correspondent of  
*The Times*. From the soldier's point of  
view the naval defence of a country  
situated as the British Isles are to-day  
presents difficulties which not even a  
marked preponderance of force can with  
absolute assurance overcome. The length  
of our coasts; the absence of our best  
troops overseas; the want of a national  
Army which is still only in the forming;  
the submarine menace, which keeps our  
Grand Fleet often far from the ultimately  
decisive point; the Zeppelins, the mines,  
and other conditions which are more or  
less novel, throw upon Sir John Jellicoe  
a burden of responsibility which no one  
must underestimate.

From the German point of view, though  
the uncertainty of success will be at once  
acknowledged, there is the old maxim of  
Clausewitz which must never be forgotten  
—namely, that we must do the best we  
can, even though the chances of success  
are against us, when we have no  
opportunity of doing anything better.  
With an intact Navy and the initiative  
much can be done, and as long as springs  
eternal in the human breast it will prob-  
ably be hoped that, while the German  
Navy engages our transports escorted by  
the older warships may slip across and  
complete a landing under the protection  
of mines, submarines, and vessels sunk in  
a fairway. There is ample shipping in  
German ports for the embarkation of a  
quarter of a million men or more, and  
from the evidence which we have had of  
the calmness with which German generals  
sacrifice life to attain their objects we can  
be sure that the loss of 50,000 men in  
transit will be considered a cheap price  
to pay for throwing the remainder ashore.

Are there the troops to spare? Germany  
has some three million men on her two  
frontiers. But she has four million men  
in her active Army, Reserve, and Land-  
wehr, besides a million and three-quarters  
more in her Landsturm and Ersatz  
Reserve. She may have a million recruits  
of the new contingent at the depots, and  
there are reports that over a million men  
who have escaped service in the past have  
volunteered. Even if we have to deduct  
from all these figures half a million or  
more for losses in the field by wounds and  
sickness, it will take a great deal to con-  
vince us that the number of troops needed  
for the invasion of England cannot be  
found. The sea passage is, and has  
always been, the great, and perhaps the  
insurmountable, difficulty, but from the  
point of view of shipping and men there is,  
we may say, no difficulty at all.

There is much reason why the Germans  
should wish to strike at us. The land  
campaigns do not at present appear likely  
to produce decisive results favourable to  
Germany within any period of time that  
can be foreseen, and the strain on  
Germany is tremendous. We cannot be  
positive, knowing broadly as we do the  
distribution of German forces, that  
Germany has any definite strategy except  
to defend herself as best she may.  
Antwerp shows that she seeks for the line  
of least resistance in order to strike a  
blow which may be at least resounding.  
She may consider a death-grapple with  
our forces at home to be another advance  
on the line of least resistance, even though  
our sailors may hold other views. A blow  
at us would cause all good Germans  
unmixed happiness if it came off, and  
would give the German Navy the  
opportunity for which it longs. It is not  
strategy. It is an adventure. The odds  
are against success. But still the adven-  
ture may be attempted.

The measures which our Government are  
likely to take in case of a hostile landing  
can only be conjectured. They must, how-  
ever, make up their minds whether we  
propose to fight on land regularly or  
irregularly. In the first case all the  
constituted forces fight while the people  
remain quietly in their homes. In the  
second case every one takes what weapon  
he can get hold of and becomes a partisan,  
after donning some badge to constitute  
himself a proper combatant. It is easier  
for a civil population, but it is also easier  
for the enemy, when the war is regular.  
In both events the public should be  
instructed how to act, on the coast, in the  
interior, in the towns, and in the farms.  
Failing such instruction we may witness  
the flight of hordes of people from the  
danger area, with their flocks, herds, and  
belongings, then which a more fatal bar  
to the conduct of operations by the  
defending army can scarcely be imagined.  
It is useless to issue such instructions  
when the enemy is on our shores, for no  
one will then attend to them. Conse-  
quently we must expect from the authori-  
ties a prompt announcement of their  
views, including instructions for munici-  
palities and private persons, as to the  
best means of putting out fires caused by  
aerial bombs. The expansion of local fire  
brigades must also be considered.

We shall, of course, fight with every man  
who has a rifle and forms part of a corps.  
But there is no Commander-in-Chief in  
the British Isles just now other than the  
Secretary for War. The command of a  
certain force entrusted with a certain  
mission is confided to Sir Ian Hamilton,  
but the actions of large masses of armed  
men at home escapes his control. We  
have great garrisons, large local defence  
forces, and other troops, besides the new  
armies in various stages of evolution, not  
to speak of the National Reserve, all of

whom might well be turned to considerable  
advantage. The brigading and rendering  
mobile of large groups of these forces to  
meet the special case of hostile descents  
will hardly have escaped attention. But  
unless one mind presides over the whole,  
and has complete control for purposes of  
command and operations, unity of action  
will not easily be assured.

The attack on the British Isles is one  
of the most difficult operations that can  
be imagined while we possess an unbeaten  
Fleet, but the less the chance for the  
Germans to bring off a great success on  
land the more are they likely to risk a  
blow at us. Convinced as we may be that  
we are safe under our naval shield, and  
knowing as we do that our land arma-  
ments improve daily, we must not allow  
ourselves to be lulled into a false sense of  
security. The more completely we are  
prepared the less chance that the stroke  
will be delivered.

## LAST SCENES IN ANTWERP.

PEOPLE TERRIFIED BY  
BOMBARDMENT.

## LIGHT FROM THE CITY.

The following message from *The Times*  
correspondent, who remained in Antwerp  
to the last, gives a vivid picture of  
the terror and misery which  
oppressed the people during the  
bombardment of the city. The Germans.  
After a night of quaking fear the  
population, on the first approach of dawn,  
gathered up what they could of their  
belongings and made for anywhere out of  
the city. Some half a million fled, most  
of them to Holland. Before evacuating  
the city the Belgian troops destroyed  
ships and stores that might be useful to  
the enemy. The damage caused by the  
bombardment is not great.

ROTTERDAM, October 11th.  
Those of us who saw the last of the  
deserted city on Thursday evening will  
never forget the scene. A considerable  
proportion of the people had left on  
Wednesday and the days preceding the  
bombardment, which began on Wednesday  
at midnight.  
That was a night of terror which the  
majority of the population spent sleep-  
lessly in cellars, listening to the thunder  
of the bombardment without. Many died  
in the hours of darkness, but most waited  
till early dawn, when, gathering such  
goods as they could carry, they fled by  
every available route, by the roads  
towards Ghent westwards, by the river  
in every kind of craft, and especially by  
the high roads leading north towards the  
Dutch frontier.

Probably half a million people fled  
from the city in terror during 24 hours.  
I saw huge crowds jostling in the early  
morning to cross the Scheldt by ferry  
from the Gare Waas for the railway to  
Ghent. I saw streams of people tumbling  
and clambering on every kind of craft in  
the docks from passenger steamer to scow  
and lighter, everything leaving as soon as  
loaded for Ostend, Flushing, and other  
ports. All the while the roaring of the  
guns continued and shells flew over and  
dropped close by the panic-stricken  
crowds. None, I believe, clanked to fall  
anywhere among the massed people, but  
the scene was unforgettable. I saw also,  
and for many hours both on Thursday  
and Friday I mingled with pathetic and  
stupid crowds pouring on foot and  
in every kind of vehicle towards and  
across the Dutch frontier.

AN AWFUL PICTURE.  
But beyond all there were two experi-  
ences—namely, walking through deserted  
and shuttered streets which were still  
being bombed on Thursday afternoon,  
and the spectacle from a lighter anchored  
in mid-Scheldt of the terrific bombard-  
ment on Friday night when the whole  
scene was lighted up by blazing oil tanks  
and a score or so of minor fires. No more  
awful picture of the horrors of war could  
be imagined. When the people left  
they stripped it of food for provision  
for the journey. By noon on Thursday  
in the few cafés still open near the  
quays, not a slice of bread was to be  
bought. The windows of pastrycooks,  
fruiters, and grocers were shattered and  
every sweetmeat bottle was empty, every  
shelf bare. That afternoon and night  
details of the Civic Guards or Allied  
troops were busy destroying all sources  
of comfort to the enemy, stopping the gas  
and electric light supply, burning stores  
of grain and materials, sinking lighters  
in the dock basins, and blowing up forts  
and bridges.

From my observation and from the  
direction of the explosions I believe all  
the inner circle of forts were destroyed.  
On Thursday evening there cannot have  
been more than a few hundred people  
except the wounded left in the city,  
chiefly nurses and doctors in hospitals  
and including no soldiers.

In walking through the city I found  
the English Colony Hospital in great  
distress. Only 16 patients, all Belgian  
soldiers, were there, but these were looked  
after by Nurse Ward and Nurse Fresh-  
field, with the assistance of one old man,  
known as "Scotty," who proved himself  
a hero. The other nurses had been  
allowed to depart and Nurse Ward and  
Freahfield and "Scotty" had carried all  
the patients downstairs from the upper  
wards to the protection of the lower floor.  
At great personal risk both nurses went  
alternately through the bombarded streets  
to the Red Cross and military hospitals,  
begging for help in removing the patients  
to other hospitals, but they could get no  
help. At 6 o'clock on Thursday evening  
I saw them finally get their patients to  
safety, and too great praise cannot be  
given them for their devotion.

## COMPARATIVELY SLIGHT DAMAGE.

Both the British Field and the Stobart  
English Hospitals were also still operat-  
ing on Thursday evening, and must have  
been still there when the Germans arrived  
the next day. Probably the last British  
to leave before the entry of the Germans  
were the English clergyman, the Rev.  
Cyril Harrison, and his wife, who, like  
your correspondent and one companion,  
boarded one of the last batch of lighters  
going out of the docks at 7 o'clock on  
Thursday evening to lie mid-stream all  
night.

The bombardment of Antwerp will, I  
believe, prove to have done comparatively  
little damage. On Thursday afternoon  
there had been a good deal of miscellane-  
ous chipping of buildings, smashing of  
pavements, and battering down of occa-  
sional walls, but I could not see or learn

of any injury on a large scale, or any  
destruction of valuable buildings or  
monuments. The cannonade on Thursday  
night and early on Friday morning was  
incomparably the heaviest I have heard  
of in this war, but it was not a bombard-  
ment of the city so much as long range  
fighting between the advancing Germans  
south-east of the city and the inner circle  
of the defending forts and the guns in  
positions between the forts. Though the  
shells of both armies flew over the city in  
all directions, the amount of injury to  
Antwerp itself is still probably small.  
Certainly the Cathedral spire and all  
other conspicuous features of the city  
were intact on Friday morning.

The Germans, indeed, must have known  
well that the city had been evacuated.  
Their information throughout has always  
been accurate and prompt, and one  
dramatic incident of Thursday, an exodus  
was the circling of a Taube aeroplane at  
midday over the roads by which the  
refugees streamed northwards. It would  
have been absurd for the Germans to  
waste ammunition in pounding an empty  
city which they were about to occupy  
themselves. But I do not believe that this  
war will produce an incident more terrible  
than that night's cannonade as I saw it  
from the middle of the river before the  
city. The danger to us was very slight,  
but shells flew screaming overhead from  
both directions. On the right hand the  
remains of burning oil tanks  
illuminated the city and the reflected  
blood red on the heavy pall of smoke  
which covered the sky, while minor fires  
broke out at various points, forming an  
almost continuous ring round one-third  
of Antwerp.

BEAUTIFUL IN DESOLATION.  
To us who have been there the bombard-  
ment of the city has seemed inevitable,  
for it is nearly a week since the forts of  
the outer circle began to fall, although  
not much of what any correspondent has  
written foreshadowing the end seems to  
have been permitted to reach the public.  
Nevertheless, the expected and was none  
the less bitter when it came. It is a  
beautiful city apart from its strategic  
value to surrender to the enemy, and it  
never looked more beautiful than when  
the streets were bare and deserted on the  
last tragic day. At 8 o'clock on Friday  
morning the lighter hauled anchor and  
started to float away from the city down  
the stream. Firing was now only  
occasional, but frequent heavier explosions  
told of the continued blowing up by the  
Allies of the remaining forts and bridges.  
We could only assume that the shelling  
presaged the end. The blaze from the oil  
tanks had burned itself out, and other  
fires were only sending up spirals of  
smoke; but overhead the terrible black  
pall still hung, eclipsing the sun, and it  
was in eerie twilight we floated down  
the stream, while the spires and towers of  
Antwerp slowly receded into the distance.

ESCAPE TO HOLLAND.  
Within three or four hours apparently  
the Germans entered the city from the  
other side. I put ashore in a small boat  
from the lighter in mid-stream. We  
made our way—my companion and I—  
by a devious route to the frontier, where  
we rejoined the heart-breaking stream of  
refugees which we had last seen on  
Thursday morning. For some 10 miles  
we tramped with the refugees, ourselves  
were individual units in the great mass,  
till we reached Bergen-op-Zoom. Thence  
stiff refugees among refugees, we came by  
train to Rotterdam, arriving after mid-  
night on Saturday morning.

Looking back over the eventful two days  
certain details stand out conspicuously.  
The first shock of the bombardment on  
Wednesday at midnight. The struggling  
crowds on Thursday morning on the  
quays and scenes of terror at the boats;  
the extraordinary sight of the deserted  
streets where the shells still shrieked and  
banged; the wild spectacle of Thursday  
evening when to the accompaniment of  
the sounds of the explosions which sank  
the lighters to the bottom, the last  
boats drew out into the stream; finally,  
and most terrible of all, that hideous night  
of flames and cannonade while we lay in  
the river. All these separately are  
unforgettable, but as a background to all,  
and perhaps more pathetic than any,  
remains the vision of that endless patient  
stream of homeless fugitives plodding  
with sad faces stolidly towards the  
unknown.

GERMAN VIEWS OF THE BRITISH  
BLOCKADE.

The *Deutscher Ubersiedler* reports:  
Count Reventlow in the *Deutsche Tages-  
zeitung* invites America to send more  
ships to Germany, as no effective British  
blockade exists, and the German coast is  
not blocked by mines. The English  
would acquiesce in a breaking of the  
North Sea blockade by American ships.

Another report says:—  
Count Reventlow calls, in the *Deutsche  
Tageszeitung*, attention to the fact that  
the German ports are still open for goods,  
which are not contraband. There is no  
reason why the United States of America  
and other neutral Powers cannot ship  
directly to Hamburg. Harbour pilots  
will be provided, and the route north of  
Scotland is absolutely safe.

## BRITISH MARINE INSURANCE.

The following official telegram from the  
Foreign Office has been received in  
Peking:—

LONDON, November 8th.  
To guard against interruption of over-  
sea commerce or an excessive rise in prices  
owing to high insurance rates, His  
Majesty's Government put into operation  
a scheme for the insurance of ships and  
cargoes, at rates fixed by the State and  
not exceeding five per cent. This scheme  
has been in operation for three months  
and, despite the activity of German  
commerce-raiders, reductions have been  
found possible in the rates which are now  
two per cent. for cargoes and one or two  
per cent. for hulls.

CELEBRATING THE FALL OF  
TSINGTAO.

Fifty thousand members of the Tokyo  
Guilds, carrying lanterns and illuminated  
designs, celebrated the fall of Tsingtao  
on the 10th inst. They visited the Em-  
bassy of the Allies and the Belgian  
Legation, where for two hours they  
demonstrated and cheered enthusias-  
tically. Similar demonstrations took place  
before the Foreign Office, War Office and  
Navy Office.



# THE WAR.

[THROUGH REUTERS AGENCY.]

## THE STRUGGLE IN FRANCE AND BELGIUM.

### LOST GROUND RECOVERED BY THE ALLIES.

LONDON, November 16th.  
5.45 p.m.To-day's Paris *communiqué* says:—

Between the Lys and the Oise there were only small engagements. We made partial progress with our approach works.

There have been uneventful cannonades on the Aisne and in Champagne.

The enemy again attacked St. Hubert, but were unsuccessful.

A German *coup-de-main* in the forest of Apremont failed.

There has been little activity in the Vosges.

Along the Yser Canal, from Nieuport to a point above Dixmude, there was nothing but simple cannonading. At Esternay there have been further floodings, and the submerged country now extends south of Dixmude to within five kilometres of Bixchoote. The enemy's troops endeavoured to cross the canal between the Dixmude Canal and East of Bixchoote but were hurled back beyond the bridges. A German regiment was annihilated southward of Bixchoote.

Two German attacks southward of Ypres were repulsed. In the evening we assumed the offensive, and re-captured the *points d'appui* which the enemy took some days ago.

LONDON, November 17th.

A Paris official *communiqué* issued in the evening stated that the situation was unchanged.

### WAR LOAN OF FIVE HUNDRED MILLIONS.

#### THE ENORMOUS COST OF THE WAR.

LONDON, November 16th.

In the House of Commons, the Prime Minister (Mr. Asquith) proposed a Vote of £225,000,000. He said the recent Vote of £100,000,000 had been expended in the actual conduct of our military operations, in loans to our Allies, and in securing the country's food supplies, especially sugar. The new Vote was principally for Army and Navy expenditure, and also for loans of our own, amounting to £43,000,000; to Belgium £10,000,000; and to Servia £300,000. Interest was not chargeable until the end of the war. Then there were the Dominion loans. He pointed out that in the ordinary course South Africa, Australia, New Zealand, and Canada were compelled to go to the London market. The Government would relieve them of that necessity to the extent of £30,250,000. The cost of the war was £1,000,000 per day, which did not exceed the estimates, based on the enormous scale of the operations. He could not hold out hope that the actual expenditure was likely to diminish. That day's vote of £225,000,000 would provide till April, and leave a reasonable margin.

The House of Commons passed the vote for £225,000,000 and also sanctioned the raising of another 1,000,000 men for the new Army.

LATER.

The *Daily News* learns that a War Loan of £500,000,000 will be raised in two instalments.

### PRINCE OF WALES GOES TO THE FRONT.

LONDON, November 17th.  
1.30 a.m.

H.R.H. the Prince of Wales has gone to the front. It is understood that he will be attached to Field-Marshal Sir John French's Staff.

The Prince was enthusiastically received by the troops on landing at Boulogne yesterday morning. His Royal Highness talked with the wounded in the train at the Quai.

### PROMOTION FOR LIEUT.-GENERAL SIR DOUGLAS HAIG.

LONDON, November 17th.

Lieut.-General Sir Douglas Haig has been promoted to the rank of General for distinguished service.

### NINE VICTORIA CROSSES CONFERRED.

LONDON, November 17th.

It is announced in the *London Gazette* that the Victoria Cross has been conferred on five officers and four non-commissioned officers. Three have died of wounds.

### THE DEATH OF FIELD-MARSHAL LORD ROBERTS.

#### "A MOST DISTINGUISHED AND ILLUSTRIOUS SOLDIER."

LONDON, November 16th.

In the House of Commons, Mr. Asquith expressed the regret of the House at the death of "that most distinguished and illustrious soldier," Lord Roberts, and will move to-morrow a formal resolution to that effect in the House.

#### EARL ROBERTS' LAST WORK.

LONDON, November 17th.

The Press Bureau announces that the late Earl Roberts made a lengthy journey round the positions on Thursday, which was a cold day, and on Friday inspected numerous units *en route*, including the Indian troops. He was everywhere greeted with enthusiasm and affection.

#### A NATIONAL MONUMENT.

LONDON, November 16th.

The Government will place before both Houses of Parliament to-morrow a motion for a national monument to the late Lord Roberts.

[THROUGH REUTERS AGENCY.]

## THE RUSSIAN OPERATIONS.

### GERMAN CAVALRY FROM WESTERN AREA COVER RETREATING TROOPS.

LONDON, November 17th.  
12.55 p.m.

A Petrograd *communiqué* states that after a victorious battle at Warsaw the Germans are retreating. They completely destroyed the railways, compelling us to rebuild even the smallest aqueducts. Thus the enemy gradually succeeded in reaching his own territory and began a new concentration. The troops were covered by masses of cavalry from the western theatre of war, reinforced by Austrians, and resulting battles are now developing along the Lentschitsa-Uneiff front.

The Germans in East Prussia endeavoured to take the offensive at Stalluponen and Possesern and several other points. They simultaneously failed and were compelled to retire.

Fighting continues at Soldau and Neidenburg.

Our offensive against the Cracow and the Galician front has been maintained, and we captured ten officers and one thousand men southward of Lysko.

### CRACOW REPORTED TO BE BURNING.

LONDON, November 17th.  
5.25 a.m.

It is reported in Venice that part of Cracow is burning, and that the city is invested in the north and is expected to fall immediately. The inhabitants are fleeing.

[Cracow is the capital of the crownland of Galicia, and is a fortified town walled and surrounded by forts on both banks of the Vistula. Its situation on the left bank of the Vistula is considered to give it an important strategic position.]

### THE POPE AND PEACE.

LONDON, November 17th.

His Holiness the Pope has issued an encyclical urging the belligerents to make peace.

### H.M.S. "CANOPUS" SAFE.

LONDON, November 16th.  
8.40 p.m.

The First Lord of the Admiralty (Mr. Winston Churchill) has announced that H.M.S. *Canopus* is quite safe.

### THE JAPANESE OCCUPATION OF TSINGTAU.

Mr. S. Imai, Consul-General for Japan, sends us the following official report which reached him yesterday morning:—

The Army Department published the following on the 10th inst.:—

"Having transferred the principal men, horses, etc., by noon of the 14th November, in conformity with the capitulation, the Eighteenth Army Division has completed the occupation of Tsingtau."

### THE MAN WHO DIDN'T.

#### A FEW THINGS IN WHICH THE KAISER HAS FAILED.

BY CHARLES EDWARD JENNINGS  
(Marmaduke).

Is the Kaiser a failure? The reply to the question should be found from marshalling together some ascertained facts with regard to the war:—

- (a) The German Minister at Brussels failed to discover that the Belgian Government would prohibit the passage of German troops through Belgium.
- (b) The German Ambassador at Rome failed to discover that the Italian Government would not support Germany in the circumstances which have arisen.
- (c) The German Ambassador to the Court of St. James failed to discover that Great Britain would go to war were the neutrality of Belgium violated.
- (d) The German Ambassador to the Court of St. James failed to perceive that, in the face of such a crisis as had arisen, all internal dissension prevailing here, however acute, would at once subside.
- (e) The German Military Attaché at Brussels failed to perceive that Belgium would be enabled to offer very serious resistance to the German forces were the Kaiser to insist on violating the neutrality of that country.
- (f) The German Military Attaché at Vienna failed to discover that the Austro-Hungarian army was as inefficient as it appears to be.
- (g) The German Ambassador at Tokyo failed to discover that Japan would, in the circumstances, support the Allies.
- (h) The essential feature of the campaign prepared by the German Emperor and his Grand General Staff was that France should be invaded with the utmost rapidity for the purpose of striking a decisive blow at that country before her mobilisation could be completed.

That essential condition has failed to be secured.

- (i) The entire well-considered plan of campaign prepared by the Kaiser, together with his Grand General Staff, for such a crisis as has arisen has been upset, and another plan, hastily evolved, has been substituted in its place.
- (j) The "race-against-time" project has had to be abandoned.
- (k) Germany set out, originally, to occupy Paris and virtually to conquer France in six weeks; and Germany has not yet even conquered Belgium, with which country, in effect, Germany had no quarrel previous to the outbreak of hostilities.
- (l) Count von Moltke, the Chief of the German Grand General Staff, and Prince Lichnowsky, who was German Ambassador in London when war between Britain and Germany

was declared, are said to be in disgrace, and General von Hindenburg is said to have been transferred to the command of another branch of the German army.

- (m) It is estimated that the direct cost of the war to Germany is three million pounds a day—that is, in the seventy days since hostilities began two hundred and ten millions! The indemnity exacted by Germany from France in 1870—after nearly a year's successful fighting—was about two hundred millions!

The indirect cost to Germany, through decrease of trade, etc., should amount to treble the sum—making altogether a grand total of eight hundred and forty millions to date! In a few days more this will reach the colossal sum of one thousand millions, with no other result than the partial conquest of Belgium, with which originally Germany had no quarrel!

To aim at Paris and hit Antwerp is indifferent shooting.

- (n) The men who occupy the most important offices round the Kaiser are mostly men who have subordinated their own opinions to those entertained by him. The character of the German Emperor brooks little opposition from his subordinates; such a condition is obviously not suited to the encouragement of strong, original, or great character.

- (o) There is:—  
War on the land.  
War on the water.  
War in the air.  
The economic conditions.  
And the democratic element.

Until now it is impossible to contend that Germany has succeeded in the direction of the war on the land; that her fleets have been eminently successful upon the sea; that Zeppelins and other kindred craft have worked wonders in the air; or that the economic conditions have developed favourably for her. The democratic element cannot as yet figure in any consideration of the kind attempted here. This certainly is not "as in 1870."

### CHINA'S CLAIM TO THE "GARDEN OF EDEN."

We understand that Messrs. Kelly & Walsh are publishing a book by Mr. Tse Tsan Tai proving that the Garden of Eden—The Cradle of The Human Race—is not in Armenia, or the Euphrates Valley, but in Chinese Turkestan, and that the Chinese originated there. He also proves in his book that the ancient Chinese history of the Creation and the Flood is the same as Genesis of the Bible. The author hopes that his discovery will result in the whole Chinese race and other nations believing in the Bible; that it will mean the end of War; and finally, that it will lead to Universal Peace and the Brotherhood of Man.

Mr. Tse may give a lecture at the Hongkong University after his book is published.

## WAR NEWS.

### THE HEROIC DEFENCE OF TSINGTAU.

KAISER AND "THE MODEL SETTLEMENT OF GERMAN CULTURE."

In a telegram sent to Dr. Kaempf, President of the Reichstag, the Kaiser says:—

"The heroic defence of Tsingtau, this model settlement of German culture, built by many years' labour, brings to the spirit of faithfulness unto death, which the German people has shown so often, new laurels in a defensive war fought by the army and the navy against a world of hatred, envy and covetousness, which, if it is God's will, will not be vain."

### GERMAN PRISONERS WELL TREATED.

The following telegram from the Foreign Office, London, dated November 3rd, was received by the British Legation in Peking:—

The *Dresdener Anzeiger* reports a statement by the German Foreign Secretary that the American Ambassador in London was requested to make personal inquiry into the treatment of German prisoners, and if complaints were substantiated to urge immediate redress. The Representative of the American Embassy in London specially charged with German interests visited several camps where German prisoners are interned and made a report pronouncing that the conditions were satisfactory.

### PRISONERS CONSTRUCTING MILITARY WORKS.

Pictures in the German papers show that French and Belgian prisoners are being forced to construct military works directed against their own countrymen. This is quite contrary to all rules of international agreement.—British Foreign Office telegram.

### UNEMPLOYMENT IN GERMANY.

According to the German newspaper *Vorwärts* of 23rd October the German Metal Workers Union paid out over £150,000, for the benefit of unemployed members of the Union during the first nine weeks of the War although, up to 8th October, over 182,000 of its members were serving with the colours. The same paper reports, on 29th October, that the percentage of unemployed members of the Textile Workers Union was 15 per cent. In September, hence, over 200,000 members of the Union were unemployed.—British Foreign Office Telegram, November 8th.

The Imperial Labour Gazette of Copenhagen gives the unemployment statistics of Germany for August, the average percentage of unemployment being 21.3 in each of fifty-two trade unions as against 2.5 of August, 1913. There are now approximately 1,000,000 unemployed in Germany of which Berlin's share is 400,000.—British Foreign Office Telegram, November 9th.

### GERMAN WAR NEWS.

#### THE EASTERN THEATRE OF WAR.

BERLIN, November 10th.

The main interest is now fixed upon the Eastern theatre of war. But the beginning of actual operations have not yet been announced. Major Morant explains in the *Berliner Tageblatt* that the operations in Poland have not yet reached the point where the leaders were justified in explaining the situation. But in proper time people will learn what is happening. In the meantime the assurance can be given that no fear must be entertained that Russians will invade German territory in force. Owing to the extent of the frontier, patrolling forces may penetrate into German territory, but the East Army is stronger than ever and can stop any advance.

#### THE FIGHTING AT YPRES AND ARGONNES FOREST.

BERLIN, November 10th.

The Foreign Office (German) publishes the following report:—

Headquarters, November 10th. Our offensive near Ypres made yesterday further slow progress. More than five hundred English and coloured French soldiers have been taken prisoners, and several machine guns have been captured. We have gained ground also further south. Strong English counter-attacks have been repulsed.

We have made good progress in the Argonne Forest and have easily repulsed the enemy's attacks. Our cavalry has routed near Konin in Russian Poland, a Russian battalion and has captured five hundred prisoners and eight machine guns.

BERLIN, November 11th.

The *Deutscher Übersee-Service* reports:—The significance of the last official reports from the Western Theatre of war is increased by the fact that the words "good advances" are used in connection with the conflicts in the Argonne. That is the first time that this expression is employed concerning battles in this district.

[The French official reports have shown no justification for a German use of the words.—Ed.]

#### THE SEA FIGHT OFF CHILE.

KAISER IN ECSTASIES.

The following is from a Berlin telegram appearing in Shanghai papers:—

Rear Admiral Schlieper (retired) praises the superiority of the German Admiral in the sea battle off the Chilean coast, who made splendid use of the position of the sun and the direction of the gale.

His Majesty, the Kaiser, replying to a telegram from the Bremen Senate with reference to the naval victory off the Chilean coast, has wired: "I rejoice with the whole German nation over this splendid proof of true German sailor spirit, and I pray to God that he will still grant our weapons victory and will confound all plans of our enemies for the destruction of the German being and the German influence."

## SUPREME COURT.

Tuesday, November 17th.

IN SUMMARY JURISDICTION.

BEFORE THE PUISNE JUDGE, MR. F. A. HAZELAND.

### JUDGMENT FOR PLAINTIFF IN THE TRAMWAY ACTION.

His Lordship delivered a written judgment in the action in which J. S. Chalmers, a surveyor in the Public Works Department, sued the Hongkong Tramway Company for the recovery of damages amounting to \$1,000 for alleged wrongful arrest.

At the hearing it was added that plaintiff rode on a tram-car from Shau-kiwan to the Post Office and on showing his ticket to one of the Company's inspectors on the Causeway, Bay-Wharf Street section was told that it was not the proper ticket. Plaintiff contended that it was the one issued to him, and the conductor admitted that plaintiff had paid his fare. Plaintiff went to the police station with a Sikh policeman who was called by the inspector, and he alleged that he was given in custody by the inspector.

Mr. F. C. Jenkin (instructed by Mr. P. W. Goldring) represented plaintiff; and Mr. Eldon Potter (instructed by Mr. W. E. L. Shenton, of Messrs. Denoon, Looker, Deacon & Harston) defended. In the course of his judgment his Lordship said he would first express his views with respect to the witnesses who were called as to the question whether plaintiff did or did not exhibit the right ticket. He then proceeded:—

"J. S. Chalmers (plaintiff)—This witness' demeanour in the witness-box was of the very best, and created a most favourable impression on my mind. "John Spink—This witness' evidence was taken by me *de bene esse*; his demeanour was excellent and it created a most favourable impression on my mind. "Ip Cheung, the ticket collector—This witness' demeanour was of the very worst. It created a most unfavourable impression on my mind. It was, moreover, aggressive and over-bearing."

"Jesse Ashton Young—in my opinion this witness' memory failed him as to what the plaintiff told him with respect to what happened to the ticket. It is impossible to think that the plaintiff could have said to Inspector O'Sullivan that he had produced the right ticket, and that within a couple of hours he would have told a different story. This witness took no note of what the plaintiff told him, whereas Inspector O'Sullivan did take a note with respect to the plaintiff's statement. "Sam Ki Chi—His demeanour was bad and created an unfavourable impression on my mind."

"On the evidence I find that the plaintiff did produce the right ticket."

His Lordship added that there were two questions plaintiff had to prove:—(a) Whether plaintiff was arrested by the ticket inspector, and (b). If he was arrested by the ticket inspector did the ticket inspector have authority to arrest. On the evidence he found that the ticket inspector was the moving party in the causing of the imprisonment of the plaintiff within the meaning of the rule laid down in the case of Warner v. Riddiford. As to the second point, he was satisfied on the evidence adduced that the ticket inspector had no knowledge of the verbal instructions of the Tramway Co., and that he acted under the instructions contained on page 18 in the printed instructions of the Company. "I need hardly point out to the defendant Company," proceeded his Lordship, "the inconvenience and great danger of having two different sets of instructions; verbal instructions that their employees are not to arrest, and written instructions, both in English and Chinese, that they can arrest."

As to the question of damages his Lordship said: "A big distinction has to be made between the case of where a person is taken forcibly to the station, and where he is requested to walk up to the station by the side of a car-table. In trying a case for false imprisonment a few weeks ago where the facts were similar, I awarded a sum of \$250. That is, in my opinion, the sum I should award in this case. Judgment for plaintiff for \$250 and costs. I certify for Counsel."

## INTIMATIONS

## CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864.)

### SOLE AGENTS FOR

## FALCON LAGER BEER

GOOD

CHEAP

NOT "MADE IN GERMANY."

SAMPLES FREE.

WHY NOT TRY IT?









**NAPIER - JOHNSTONE'S**  
"SQUARE BOTTLE"

**WHISKY.**  
UNVARIED FOR OVER  
150 YEARS.

THE SAME TO-DAY AS IN  
1745.

**BEWARE OF IMITATIONS.**

SOLE AGENTS IN HONGKONG  
**LANE CRAWFORD & CO.**  
and from ALL WINE MERCHANTS.



By Appointment to  
His Majesty King George V.

*-it must be Bovril*

Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken

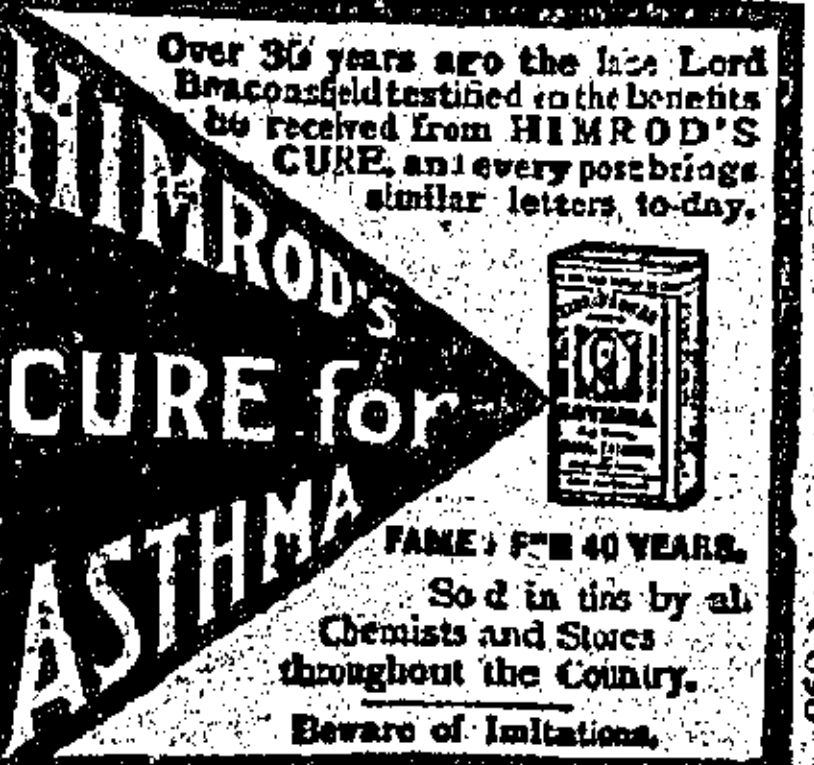


**APIOLINE**  
(CHAPOTEAUT)



**LADIES** SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.  
Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.  
**CHAPOTEAUT, 4, rue Vivienne, Paris.**  
Sold by all Chemists.



# PASSAGE ON THE GERMAN MAIL.

SUCCESSFUL ACTION AGAINST THE N.D.L. AGENTS.

A case of considerable interest, involving circumstances such as have been experienced by a large number of people who were travelling on German liners when war broke out, was decided by Mr. Dyson in the District Civil Court yesterday, says the *Straits Times* of the 7th inst. The plaintiff was Mr. Alfred Lee, who sued Behn, Meyer & Co. for \$246.70, being damages for breach of a contract to supply plaintiff's son with a passage from England to Singapore and back, and alternatively for money paid on a total failure of consideration.

From the evidence it appeared that on June 4th plaintiff went to the office of Behn, Meyer & Co., whom he knew to be the agents for the Nord Deutscher Lloyd, and enquired about a passage for his son, a schoolboy, from England to Singapore and back. He paid the price of a ticket and received an order signed by defendants as agents for the N.D.L. which could be exchanged for the return ticket from Singapore within a certain time. The assistant whom he spoke to informed him that a similar order would be sent to his son in England for the outward passage. The boy sailed from England on the *Bulow* on July 28th, but was landed at Lisbon, from where he wrote to plaintiff. On being landed he was given an order signed by the paymaster of the *Bulow*, an order for the continuation of the voyage from Lisbon to Singapore. The *Bulow's* voyage apparently was abandoned at Lisbon.

## THE LEGAL POSITION.

These being the facts, says His Honour in his judgment, it is necessary to consider the legal position of the parties. Plaintiff says he made a contract with defendants personally and that contract was contained in the conversation with defendants' assistant. Defendants say they were not contracting personally but as agents of the N.D.L. and that two contracts were entered into, one contained in the document handed to plaintiff and the other in the document sent to his son. Before considering the fact of this particular case let us consider what would happen in ordinary times. A man goes to defendants to engage a passage by the N.D.L. which he knows to be a foreign firm. If he were asked whom he was contracting with he would certainly say that the relationship between defendants and the N.D.L. had nothing to do with him, he was contracting with defendants and would hold them responsible. Supposing a dispute to arise it is extremely improbable that defendants would risk certain unpopularity by setting up the defence that they were merely agents and that therefore the action would not lie. In making these remarks I do not wish to cast any reflection on the course adopted by defendants. The circumstances are unprecedented and they are entitled to raise any defence they can. In the present case plaintiff believed he was contracting with the defendants personally, and I believe that defendants, if asked at the time whom the contract was between, would have said that the contract was between plaintiff and themselves either as principals or as agents of the N.D.L. I believe that this refinement of here being two contracts was discovered by the ingenuity of defendants' solicitors and never entered their heads at the time the contract was made. I find therefore that contract was contained in the conversation between plaintiff and defendants' assistant. It is a well-known rule of law that the agent of a foreign principal is personally liable for contracts entered into on behalf of his principal, unless he contracts himself out of his liability. In this case there is no evidence that the assistant ever said anything to show that defendants were acting merely as agents, and therefore I must hold them personally liable on the contract. In the course of the argument it was suggested that this contract would be void under the Statute of Frauds, but I am satisfied that where the consideration is wholly executed by the plaintiff, the Statute of Frauds does not apply.

## THE LAW ON THE CASE.

Referring to another line of defence his Honour said:—Now it might be argued that the contract between the parties is based on the continuance of peace. In fact that is what the defence I am dealing with amounts to. Then on the analogy of the case, *Appleby v. Myers*, L.R. 2 C.P. 651, the parties would be excused from further performance of the contract. Defendants would get nothing for the voyage as far as Lisbon and must return plaintiff's money.

The next defence relied on was that passage money paid in advance was not recoverable under the circumstances. His Honour dismissed that.

The final defence was that defendants were not liable because they had already remitted the money to their principal. Defendants, says his Honour, have a running account with the N.D.L. and their books show that they remitted large sums to them by telegram in June and July. If the sums received by them on behalf of their principals are taken to be remitted consecutively in order of date, then the amount paid by plaintiff has been remitted to the N.D.L. It is, however, not denied that defendants have in hand a sufficient sum of money belonging to their principals to meet plaintiff's claim. The general rule where the agent contracts as principal is laid down in *Bowstead*, Article 125. The agent is personally responsible, whether he has paid over the money to his principal or not. The rule is founded on common sense. It would be manifestly unfair if an agent, after acting as principal, could immediately relieve himself of all liability by paying the money over to his principal.

His Honour found that all the defences to the claim failed and gave judgment for plaintiff with costs. Mr. Upcott announced his intention to appeal.

# WM. POWELL, LTD.

TELEPHONE 346.

HAVE JUST RECEIVED IN THEIR

**TAILORING DEPT.**  
THE NEWEST AND BEST  
IN  
TWEED AND DRESS SUITINGS.

HOMESPUN HARRIS AND DONEGAL

**TWEEDS FOR SPORTS WEAR**  
A SPECIALITE.

SEE WINDOW.

**WM. POWELL, LTD.,**  
HIGH-CLASS TAILORS.

## TALES OF THE NAVAL BRIGADE.

EXPERIENCES OF THE BRITISH AT ANTWERP.

A WOMAN SPY.

THE TERRIBLE "JACK JOHNSONS."

The men of the Naval Brigade who reached London on October 14th bore ample traces of their terrible week in the trenches at Antwerp and their forced march to the coast. Weary, and dirty but in splendid spirits, they chatted of the ordeal through which they had passed. "When we left Deal we understood we were going to Dunkirk for some sort of exercise," a smart, well-set-up London Naval Volunteer told a representative of the *Pall Mall Gazette*. "If we had known we were going on active service some of us would not have taken all the things we did—and have left behind."

There was no word of complaint, only that they might have been told that serious work was expected of them. "When we got into the trenches at Antwerp we soon realised what we were in for. It wasn't exactly breaking a man in gently to begin with, Jack Johnsons, but there were no shirkers. I was somewhat more fortunate than the majority of the others, as I was able to act as interpreter, and saw a good deal of the fortifications of the city itself, but I can't say much about what happened, for the simple reason that I don't know. It all seems like a rather bad nightmare at present, and I can't get the hiss and roar of the shrapnel and shell out of my ears yet."

SPIES EVERYWHERE. "The 'Jack Johnsons,' as they are called, left us helpless. They are terrible weapons. I saw one of these big shells burst from my bomb-proof. It burst near some big trees—trees with trunks about three feet in diameter—and tore down no fewer than seventeen of them, ripping them like matchwood and flinging a great cloud of earth skywards. The Germans got the range nicely, but there's little to be wondered at in that. There are spies everywhere. You can't trust a man or woman unless you know them. Here is one instance.

"We had just changed position, and got comfortably into a newly-dug trench when a nurse came along waving her arms in the air and asking if there were any 'poor wounded' there. A moment later she had vanished. The next we knew was that the dear soul had made straight for a pill-box to the Germans, enabling their gunners to locate us. That sort of thing is going on wherever the Germans are, and even in one short week there were hundreds of instances."

"Shrapnel was the worst, and some of us in the trench in which I was had innumerable narrow escapes. I had a pair of my trousers leg torn off, a tin can in which I was boiling water for tea was riddled, and a blast from a 'Jack Johnson' shell rolled me head over heels. There was no sleep for anybody, and food was scarce, so, taking it all round, one week at Antwerp was a grim sort of introduction to warfare. I don't know and I don't care why we went, but the brigade has no reason to feel other than proud of its work."

The scenes by the way as the men performed the forced march of over thirty miles to Wilrijk are likely to remain for ever a terrible memory.

REFUGEE TRAGEDIES. "Thousands and thousands of refugees covered the roads for miles. I would rather face the Germans for a year than witness such scenes again for an hour. Women with little children fastened to them and others dragging along at their feet, old women who could scarcely hobble dragging themselves forward, and old men carrying bundles containing all they had saved of their worldly belongings, with terror and grief on every face. If a child strayed it was left to remain a pathetic little figure in the surging stream until heaven knows what; if a woman gave in in despair and sheer exhaustion the too was left. Many fell out to die. When the day of reckoning comes Germany will have an awful price to pay if justice is meted out to her for the torture of Belgium."

Several opinions were expressed as to the cause of the men now interned in Holland losing their way, but the most generally accepted was tersely expressed thus, "The pontoon bridge at Antwerp was blown up in the belief that all the men had crossed, but they had not, and those who remained on the Antwerp side of the river had to find another way, and took the wrong one, probably assisted by a spy."

Is there any truth in the statement that a spy was shot?

SEARCHED AND SHOT. "Certainly. He was a man who spoke French volubly. He offered his guidance, and his offer was accepted, but not without caution. Very soon he was leading us astray. He was instantly searched, and, no doubt remaining, he was shot." The strain through which these gallant lads had passed was suddenly illumined by just a chance remark before leaving the station. "Now come home, dear," the proud but anxious mother pleaded gently. "All right, mother, but you must let me out alone for just a little while where there is no noise and no excitement and"—with a tightening of the lips—"no war."

H. K. V. R. ORDER NO. 32.

BY MAJOR WAREMAN, COMMANDING H.K.V.R.

1. PARADES.—As ordered. The attention of all ranks is called to paragraphs 3 and 4 in orders dated 13th October, 1914, which are as follows:—

"3. Written applications for leave of absence from Parades must be forwarded to Company Commanders, who will only grant such leave for sufficient reasons. In case of sickness, a medical certificate must be obtained from one of the Volunteer Corps Medical Officers."

"4. Company Sergeant Majors (or, if absent, senior sergeants of Companies) will furnish a list of absentees to the Adjutant, together with the 'Parade State'—one for each Company—before noon on the day following the Parade."

2. FIELD DAY.—As ordered for Sunday, 22nd inst. All ranks of Nos. 1 and 2 Companies are required to attend, and all unexcused men from No. 3 Company.

L. G. BIRD, Captain, Adjutant, H.K.V.R.

**THE NEW FRENCH REMEDY. THERAPION NO. 1**  
CURES SCROFULA, ETC., WITHOUT INJECTIONS.  
**THERAPION NO. 2**  
CURES SCROFULA, ETC., WITHOUT INJECTIONS.  
**THERAPION NO. 3**  
CURES SCROFULA, ETC., WITHOUT INJECTIONS.  
SEE THAT TRADE MARK WORD "THERAPION" IS ON BOX AND STAMPEL TO ALL GENUINE THERAPION. 100/1 OF MAKING THERAPION.

ON SALE.

BOUND VOLUMES of the **HONGKONG WEEKLY PRESS**, JANUARY to JUNE, 1914. With Index. Price \$1.50.  
(In Sale at the "HONGKONG DAILY PRESS" Office.)  
Hongkong, 1st August, 1914

# MOUTRIE PIANOS

are **BACKED**

by

**GUARANTEE**

for **FIVE YEARS.**

PRICES FROM **\$385**

EASY TERMS CAN BE ARRANGED.

EXCLUSIVE DISTRIBUTORS:

**S. Moutrie & Co., Ltd.**

**INDO-CHINA BRICKS, TILES, PIPES COMPANY, LIMITED.**

BEST FIRE BRICKS AND FIRE CLAY

**PATENTED ROOFING TILES.**

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

**P. SOFFIETTI & Co., 14, DES VIGUEUX ROAD, TEL. 289.**

**ALWAYS IN STOCK.**

[1049-2]

USE ONLY

**DUTT'S "MANGO" BRAND CHUTNEYS AND CURRY STUFFS**

AND  
**"EAST INDIAN CONDIMENT CO."**

**BRAND INDIAN CONDIMENTS.**

**SREEKISSEN DUTT & CO.,**

CALCUTTA,

THE PREMIER CONDIMENT HOUSE IN INDIA.

**A. B. MOULDER & CO., LTD.,**

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

[825]

**THE TAIKOO DOCKYARD**

AND ENGINEERING CO. OF HONGKONG, LTD.

**TAIKOO DOCKYARD, HONGKONG.**

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling Stock, Bridges, and all Classes

of Engineering, Iron and Wood Work.

**GRAVING DOCK—787' by 85' by 34' 6"**

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing

conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops ranging to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

**JOHN I. THORNYCROFT & CO., LTD.**

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 160 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

**BUTTERFIELD & SWIRE.**

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telegraphic Address:—"TAIKOO DOCK."

[50]



A good—Judge of Cocoa will tell you that  
**VAN HOUTEN'S**  
is the best **COCOA**  
pure digestible delicious & goes farthest.  
Get the VAN HOUTEN Flavour at the Soda Fountain.

[1041-2]



## SHIPPING

## ARRIVALS

ADIANA, British str., 2,469, Wm. Dunbar, 17th November—Chingwan 10th November, Coal—Doddwell & Co.  
 ACHILLES, British str., 4,403, Edmondson, 17th November—Shanghai 14th November, General—Butterfield & Swire.  
 CHINGHONG, British str., 1,195, J. Doyle, 10th November—Kwang Yen 15th November, Lime—Stone—Shewan, Tomes & Co.  
 LOONGSANG, British str., 1,083, W. G. G. Leask, 17th November—Manila 14th November, General—Jardine, Matheson & Co.  
 HAINAN, British str., 641, A. H. Stewart, 17th November—Swatow 16th November, General—Douglas Lapraik & Co.  
 HOKUTO MARU, Japanese str., 2,423, Morita, 16th November—Keelung 14th November, General—Doddwell & Co.  
 LIENSHING, British str., 1,048, Carle, 17th November—Tientsin 16th November, General—Jardine, Matheson & Co.  
 NAGAYA, British str., 4,240, W. H. Sweny, 17th November—London 3rd October, Mails and General—P. & O. S. N. Co.  
 NICHIO MARU, Japanese str., 2,427, J. Sone, 16th November—Saigo 11th November, Rice and Flour—Order.  
 RYUNO MARU, Japanese str., 1,743, Y. Kanada, 16th November—Chiofo 10th November, Coal—Mitsui Bussan Kaisha.  
 TELEMACUS, British str., 1,350, A. Fraser, 17th November—Saigon 13th November, Rice and General—Chinese.  
 YUSANG, British str., 1,120, N. Bennett, 17th November—Daly 12th November, General—Jardine, Matheson & Co.

## PASSENGERS

Per Loongsang, from Manila, Mr. St. Clair.  
 Per Lienhsing, from Tientsin, etc., Mr. V. Valisacion, Mr. H. Stameby, Mr. J. Cussulack and Mr. D. Zramms.  
 Per Nagoya, for Hongkong, from London, etc., Mrs. Hornby, child, infant and nurse, Mr. and Mrs. Neave, child and infant, Misses Neave (2), Miss M. Ford, Mrs. W. Hedley and child, Mrs. Dowbiggin, infant and amah, Miss E. Collins, Mr. and Mrs. A. Bond and child, Miss A. F. Lillie, Mr. Mackay, child and infant, Mr. J. Hunter, Mr. F. S. Jones, Miss E. M. Foley, Mr. Middleton, child, children and infant, Mr. W. D. Bell, Capt. W. E. Jones, from Penang, Capt. Kulbin, Senr. Lieut. Ribatonsky, Engr. Comdr. Smirnov, Dr. Smirnov, Sub-Medical Officer, Engr. Sub-Lieut. Asyoff, Sub-Lieut. Ribin, Sub-Lieut. Kucheloff, Mr. Lieut. Ribin, Sub-Lieut. Kucheloff, Mr. Michelton, Mr. Musinsky, Mr. Baram, Mr. Kirpitanen, Mr. Baram, from Singapore, Mr. H. E. Swaffield, Mr. C. S. Speyer, Mr. and Mrs. ...

## VESSELS ON THE BERTH

## RUSSIAN VOLUNTEER FLEET.

THE S.S. "TAMBOY," 4,441 R.T., Commander Alexoff, is expected to leave here on WEDNESDAY, the 18th inst., for VLADIVOSTOK via NAGASAKI. This steamer will be ready to load cargo for NAGASAKI, MANILA, SHIMONOSEKI and VLADIVOSTOK on TUESDAY, the 17th inst. For freight, passage and further particulars, apply to—

CAPT. D. A. LUKHMANOFF, Agent, Hotel Mansions, 3rd Floor, Hongkong, 14th November, 1914. [1351]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS. THE Steamship

"NUBIA" Captain A. B. Garwood, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 21st November, 1914, at Daylight, taking Passengers and Cargo for the above Ports, in connection with the Co.'s S.S. MEDINA from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Ships and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the S.S. PERBIA, due in London on the 1st January, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendant, Hongkong, 17th November, 1914. [11]

## INDO-CHINA S. NAV. CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR TO SAIL  
 \* MANILA via SHANGHAI... "LOONGSANG" Saturday, 21st Nov., 3 P.M.  
 \* TIENTSIN via SHANGHAI... "LIENSHING" Sunday, 22nd Nov., Daylight  
 \* SHANGHAI... "WOSANG" Tuesday, 24th Nov., Noon  
 \* SHANGHAI... "YUSANG" Tuesday, 24th Nov., Noon  
 \* YOKOHAMA, KOBE and MOJI... "YATSHING" Thursday, 26th Nov., Daylight  
 \* SANKAI... "MAUSANG" Friday, 27th Nov., 3 P.M.  
 \* SHANGHAI, KOBE and MOJI... "NANSANG" Saturday, 28th Nov., Daylight  
 \* MANILA... "FOKSANG" Saturday, 28th Nov., 3 P.M.  
 \* SINGAPORE, PENANG and CALCUTTA... "FOKSANG" Saturday, 28th Nov., 3 P.M.  
 R. E. T. U. B. S. TO JAPAN.  
 The Steamer "KUTANG" "NANSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Japan, calling at Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING" and "MAUSANG" at regular intervals for Yokohama, Kobe and Moji and returning direct to Hongkong. Time occupied 6 days.  
 These vessels have all modern improvements and are fitted throughout with Electric Light.  
 \* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
 \* Taking Cargo on Through Bills of Lading to Kaitai, Lahad Dato, Simpasa, Tawau, Uluatan, Jesselton and Labuan.  
 Telephone No. 115, Sub. Exch. 4.  
 Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS, Hongkong, 19th November, 1914. [11]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via USUAL PORTS OF CALL	NUBIA	Brit. str.	1	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	On 21st inst., at Daylight.
LONDON & GENOA via SINGAPORE, etc.	NELORE	Brit. str.	1	J. Gaunt, R.N.R.	P. & O. S. N. Co.	About 25th inst.
LONDON & HULL	MELBONETHSHIRE	Brit. str.	1	Yamawaki	JARDINE, MATHESON & Co., Ltd.	On 20th Dec.
LONDON & HULL	YASAKA MARU	Jan. str.	1	Yamawaki	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
MARSEILLES, LONDON & via SINGAPORE, etc.	AUSTRIALIN	French str.	1	H. W. L. Holman	MESSAGERIES MARITIMES	On 1st Dec., at 1 P.M.
MARSEILLES via FORT	GLIMROY	Brit. str.	1	T. Saito	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & JAPAN	SEATTLE MARU	Jap. str.	1	Komatsubara	OSAKA SHOSSEN KAISHA	On 26th inst., at 3 P.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, etc.	YOKOHAMA MARU	Jap. str.	1	N. Kobayashi	NIPPON YUSEN KAISHA	On 1st Dec., at Noon.
VICTORIA, B.C. & TACOMA via KIDELUN & JAPAN	MEXICO MARU	Jap. str.	1	Henderson	OSAKA SHOSSEN KAISHA	On 11th Dec.
VICTORIA, B.C. & TACOMA via KIDELUN & JAPAN	CITY OF BRISTOL	Am. str.	1	Emery Rice	THE BANK LINE, LIMITED	On 1st Dec., at 1 P.M.
BOSTON & NEW YORK via SUEZ CANAL	MONGOLIA	Am. str.	1	Ohkuma	PACIFIC MAIL S.S. Co.	On 8th Dec.
SAN FRANCISCO via SHANGHAI & JAPAN, etc.	SHINYO MARU	Am. str.	1	T. Rato	PACIFIC MAIL S.S. Co.	On 16th Dec., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, etc.	PERSEA	Am. str.	1	B. Kie	TOYO KISEN KAISHA	Quick despatch.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	ANTO MARU	Jap. str.	1	F. E. Jones	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
AUSTRALIAN PORTS via MANILA	HUTACHI MARU	Jap. str.	1	F. E. Jones	GIBB, LIVINGSTON & Co.	On 25th Dec., at 11 A.M.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	1	L. Jones	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	YATSHING	Brit. str.	1	F. E. Jones	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Daylight.
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	1	F. E. Jones	NIPPON YUSEN KAISHA	On 23rd inst., at 11 A.M.
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	1	Sekino	NIPPON YUSEN KAISHA	On 20th inst., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	LIENSHING	Brit. str.	1	Carle	JARDINE, MATHESON & Co., Ltd.	On 1st inst., at Daylight.
TIENTSIN via SHANGHAI	HUICHOW	Brit. str.	1	E. Forsyth	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
WEIHAIWEI & TIENTSIN	NAGAYA	Brit. str.	1	W. H. Sweny, R.N.R.	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
SHANGHAI	ORIENTAL	Brit. str.	1	J. Meethrol	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	USUKAY	Brit. str.	1	A. L. Valentini	BUTTERFIELD & SWIRE	On 22nd inst., at Daylight.
SHANGHAI	WOSANG	Brit. str.	1	R. Y. Anderson	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI	YUSANG	Brit. str.	1	J. M. Smith	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Daylight.
SHANGHAI	NAMANG	Brit. str.	1	Gilroy	NIPPON YUSEN KAISHA	On 29th inst.
SHANGHAI, KOBE & MOJI	KAWACHI MARU	Jap. str.	1	Nakamura	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI & KOBE	RANGOON MARU	Jap. str.	1	H. Nomura	NIPPON YUSEN KAISHA	On 30th inst.
SHANGHAI & KOBE	TITABORN	Out. str.	1	Alxioff	RUSSIAN VOLUNTEER FLEET	To-day.
SHANGHAI	TAMBOY	Rus. str.	1	Y. Yamamoto	OSAKA SHOSSEN KAISHA	On 21st inst., at Noon.
VLADIVOSTOK via NAGASAKI	KANO MARU	Jap. str.	1	K. Hatford	OSAKA SHOSSEN KAISHA	On 25th inst., at 8 A.M.
FOOCHOW via SWATOW & AMOY	SOSHU MARU	Jap. str.	1	S. Tokunishi	OSAKA SHOSSEN KAISHA	On 32nd inst., at 10 A.M.
ANPING & TAKAO via SWATOW & AMOY	DAIGO MARU	Jap. str.	1	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 21st inst., at 3 P.M.
TAMBOY via SWATOW & AMOY	HAIKANG	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	To-day, at 1 P.M.
AMOY & FOOCHOW	HAIRONG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 24th inst., at 1 P.M.
SWATOW	HAIRONG	Brit. str.	2 h.	W. G. G. Leask	DOUGLAS LAPRAIK & Co.	On 27th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIRONG	Brit. str.	2 h.	Sidford	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 3 P.M.
MANILA	TRAN	Brit. str.	1 m.	Tough	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
MANILA, CEBU & ILOILO	YUFGANG	Brit. str.	1 m.	Finlayson	JARDINE, MATHESON & Co.	On 1st Dec., at 4 P.M.
MANILA	CHINSEA	Brit. str.	1 m.	Sakamoto	BUTTERFIELD & SWIRE	Quick despatch.
MANILA, CEBU & ILOILO	TUPANAS	Det. str.	1 m.	Naguchi	JAVA-CHINA-JAPAN LINE	On 23rd inst.
BATAVIA, CHERIBON, SAMARANG, etc.	COLOMBO MARU	Jap. str.	1 m.	E. A. Matthews	NIPPON YUSEN KAISHA	On 21st inst.
BOMBAY via SINGAPORE & COLOMBO	CEYLON MARU	Jap. str.	1 m.	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	FOOKSANG	Brit. str.	1 m.	J. Robertson	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 3 P.M.
SANDAKAN	MAUSANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 11 A.M.
PARAJAY & HAIPHONG	SUNGKIANG	Brit. str.	1 m.			

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN OHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES. INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER							TO L'POOL		FROM L'POOL		FROM VANCOUVER						
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	Liverpool	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
Leave	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

## PASSAGE BATES-HONGKONG TO LONDON.

Steamers	Meals and Sleeping	Car Berth across	Canada 25 additional
EMPRESS OF RUSSIA	£71.10	£71.10	—
EMPRESS OF ASIA	£65	£65	—
EMPRESS OF INDIA	£65	£65	—
EMPRESS OF JAPAN	£43	£43	—
MONTEAGLE	£43	£43	—

Hour of Departure.—All Steamers sail from Hongkong at Noon.  
 Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.  
 SPECIAL FIRST CLASS BATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.  
 AROUND THE WORLD BATES in connection with Suez Mail Lines or Trans-Siberian Route.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired. Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. ORADDOCK, GENERAL TRAFFIC AGENT, Corner Polder Street and Poyne [1491]

## BRITISH INDIA S. N. CO., LTD.

## NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Hongkong, 16th April, 1914.

## THE ROYAL MAIL STEAM PACKET COMPANY.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

## "SHIRE" LINE SERVICE—HOMEWARDS.

FOR LONDON & HULL... "MERIONETHSHIRE" On 20th Dec.  
 LONDON... "BADNORSIAIRE" On 19th Jan.  
 TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA... "GLENROY" On 24th Nov.  
 & PORTLAND via HONOLULU... "GLENGLIDE" On 6th Jan.  
 VICTORIA, VANCOUVER, SEATTLE, TACOMA... "GLENGLIDE" On 6th Jan.  
 & PORTLAND...  
 For Freight and Further Particulars, apply to Telephone No. 215 Sub. Ex. No. 4.

JARDINE, MATHESON & Co., Ltd., AGENTS, Hongkong, 14th November, 1914. [140]

## WEATHER REPORT.

On the 17th at 11.45 a.m.—The anticyclone has moved north-eastwards and is central over Korea this morning. Pressure has consequently decreased moderately over the China coast and Formosa and increased over S. Manchuria and N. Japan.

Moderate monsoon will prevail over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.  
 The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong & Neighbourhood	E. winds, moderate, fine
Formosa Channel	N.E. winds, fresh
South coast of China between Hongkong and Lamooka	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 17th.

	Previous Day at 2 p.m.	On 16th at 6 a.m.	On 16th at 2 p.m.
Barometer	30.05	30.05	30.01
Temperature	74	88	74
Humidity	66	86	67
Wind Direction	East	NE	East
Force	4	1	3
Weather	b	b	b
Rain	—	—	—

Highest open air Temperature on 16th... 74  
 Lowest open air Temperature on 16th... 68

## HONGKONG TIDE TABLE.

From 18th to 24th November, 1914.

		HIGH WATER		LOW WATER	
Days of Week	Days of Month	H'kong Mean Time	Height ft. in.	H'kong Mean Time	Height ft. in.
Wed.	18	m 10 11	5 5	m 3 39	1 0
Thurs.	19	m 11 14	5 1	m 4 29	0 7
Fri.	20	m 12 14	4 8	m 5 18	0 7
Satur.	21	m 1 16	4 8	m 6 9	0 8
Sun.	22	m 2 17	4 7	m 7 8	1 2
Mon.	23	m 3 17	4 4	m 8 6	1 6
Tues.	24	m 4 17	4 0	m 9 12	2 0
		No infer.	high	No infer.	low

## THE AMERICAN AND MANCHURIAN (WESTWARD) LINE.

(ELLERMAN and BROWNALL STEAMSHIP Co., Ltd.)

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.  
 (With liberty to call at the Malabar Coast.)

THE Steamship "CITY OF BRISTOL" Captain Henderson, will be despatched as above on FRIDAY, the 11th December.

For freight, etc., apply to—THE BANK LINE, LTD., General Agents, Hongkong, 13th November, 1914. [1350]

## NOTICES TO CONSIGNEES

## "GLEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, HULL, LONDON AND STRAITS.

THE Steamship "GLEN" Captain Henderson, will be despatched as above on FRIDAY, the 11th December.

For freight, etc., apply to—THE BANK LINE, LTD., General Agents, Hongkong, 13th November, 1914. [1350]

THE Steamship "GLEN" Captain Henderson, will be despatched as above on FRIDAY, the 11th December.

For freight, etc., apply to—THE BANK LINE, LTD., General Agents, Hongkong, 13th November, 1914. [1350]

THE Steamship "GLEN" Captain Henderson, will be despatched as above on FRIDAY, the 11th December.

For freight, etc., apply to—THE BANK LINE, LTD., General Agents, Hongkong, 13th November, 1914. [1350]

THE Steamship "GLEN" Captain Henderson, will be despatched as above on FRIDAY, the 11th December.

For freight, etc., apply to—THE BANK LINE, LTD., General Agents, Hongkong, 13th November, 1914. [1350]

THE Steamship "GLEN" Captain Henderson, will be despatched as above on FRIDAY, the 11th December.

For freight, etc., apply to—THE BANK LINE, LTD., General Agents, Hongkong, 13th November, 1914. [1350]







## POST OFFICE NOTICE

## CHRISTMAS MAIL.

The Public are informed that the Christmas Mail to the United Kingdom and countries beyond will be closed at this Office at 10.30 a.m. on the 20th inst. via Suez and is due to reach London on the 25th December. Correspondence intended for this route must be so superscribed.

Mails to United Kingdom despatched via SIBERIA take about a month to reach their destination. The Christmas Mail by this route will leave about the same date.

Further particulars will be published later.

The ENGLISH MAIL from Europe is due to arrive here to-morrow morning.

The AMERICAN MAIL is expected to arrive here to-morrow.

The MAIL FROM LONDON (via Siberia) of Tuesday, the 20th ult., is due to arrive here on Friday, the 20th inst.

FOR	DATE
Straits, Ceylon and Europe	Wednesday, 18th, 9.00 A.M.
Port Bayard	Wednesday, 18th, 9.00 A.M.
Straits	Wednesday, 18th, 11.00 A.M.
Swatow	Wednesday, 18th, NOON
Batavia, Semarang, Soerabaya and Port Moresby (via Batavia)	Wednesday, 18th, 1.00 P.M.
Shanghai, North China and Japan via Moji (EUROPE via SIBERIA)	Wednesday, 18th, 2.00 P.M.
(Tientsin-Pukow Service Shanghai Brit. P.O. 11.30 a.m., Monday, 23rd inst.)	
Pakhoi and Hainan	Thursday, 19th, 10.00 A.M.
Fort Bayard, Haiphong and Pakhoi	Thursday, 19th, 11.00 A.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	Thursday, 19th, 2.30 P.M.
(Tientsin-Pukow Service Shanghai Brit. P.O. 5 p.m., Monday, 23rd inst.)	
Japan via Nagasaki	Friday, 20th, 11.00 A.M.
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island	Friday, 20th, 11.00 A.M.
EUROPE, INDIA via Tientsin (Late Letters 10.30 A.M. to 11 A.M., Extra postage 10 cents.)	Friday, 20th, 3.00 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
The Parcel Mail will be closed on Friday, 20th inst., at Noon.	
Wei-hai-wei and Tientsin	Saturday, 21st, 11.00 A.M.
Amoy and Foochow	Saturday, 21st, 2.00 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	Saturday, 21st, 3.30 P.M.
(Tientsin-Pukow Service Shanghai Brit. P.O. 8.30 p.m., Thursday, the 26th inst.)	
Swatow	Sunday, 22nd, 9.00 A.M.
Straits and Java via Batavia	Sunday, 22nd, 9.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 24th, 1.00 P.M.
Philippine Islands	Tuesday, 24th, 3.00 P.M.
Swatow, Amoy and Foochow	Friday, 27th, 1.00 P.M.
Philippine Islands	— DECEMBER —
	Tuesday, 1st, 3.00 P.M.

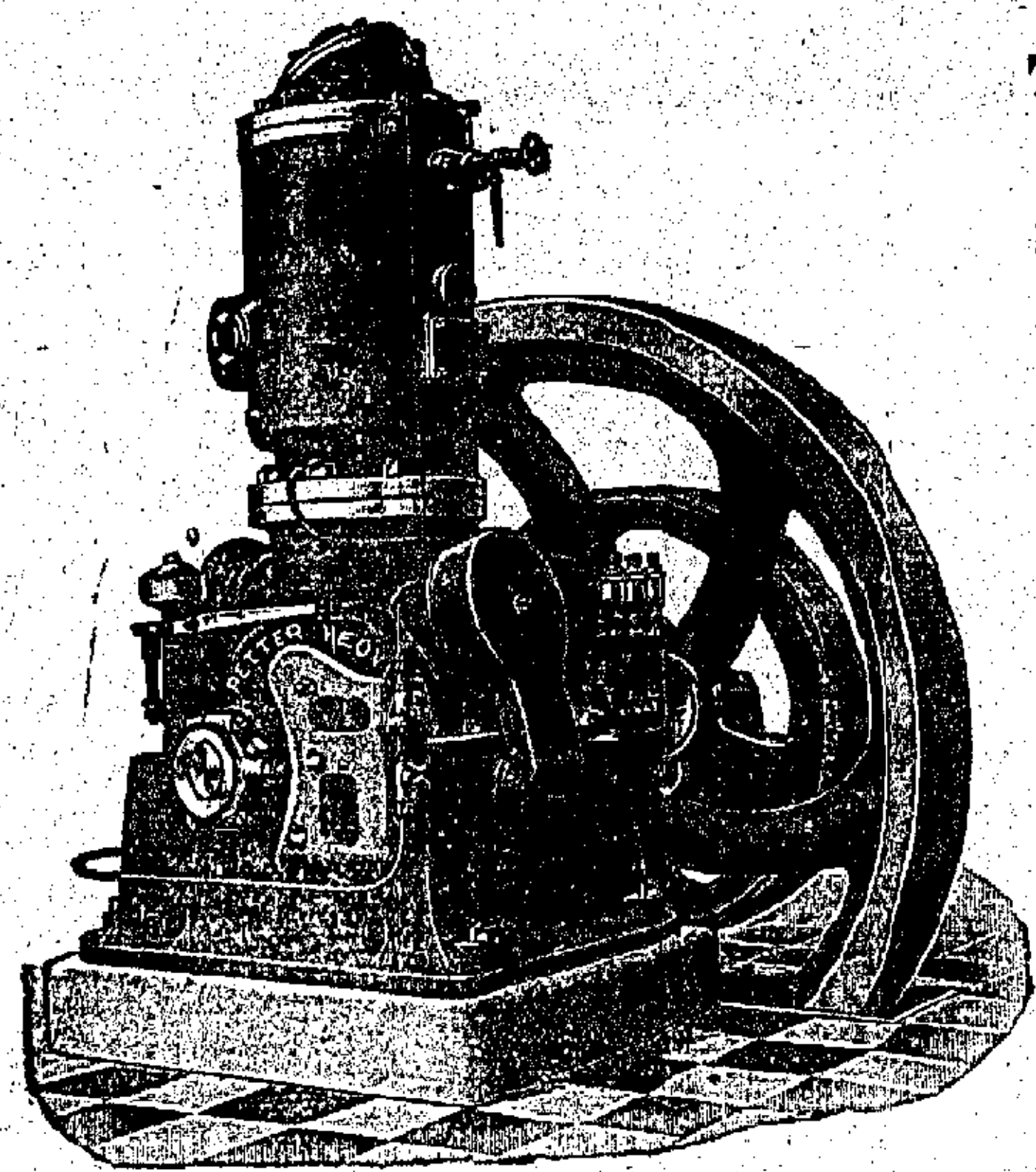
## WM. C. JACK &amp; CO., LTD.

14, DES VŒUX ROAD, HONGKONG.

SOLE AGENTS FOR  
THE PETTER  
PATENT  
SEMI-DIESEL  
CRUDE OIL  
ENGINES  
AND  
KEROSENE  
ENGINES.

We carry large stocks of  
Ship and Engine Stores,  
Cotton Waste, Oil, Packing,  
&c.  
Electrical Repairs and  
Installations Undertaken;  
Electro-Plating in all its  
branches.

[494]

JAVA-CHINA JAPAN LIJN  
REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJMANOEK	—	—	SHANGHAI	Second half of Nov.
TIJODAS	—	—	JAPAN	Second half of Nov.
TIJANAS	JAPAN	First half of Nov.	JAVA	Second half of Nov.
TIJLATJAP.	JAVA	Second half of Nov.	JAPAN	Second half of Nov.
TIJIKINI	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TIJILWONG	JAVA	First half of Dec.	JAPAN	First half of Dec.
TIJITAROEN	JAVA	First half of Dec.	—	—
TIJENBRANG	JAVA	Second half of Dec.	SHANGHAI	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor,  
Hongkong, 12th November, 1914.

Telephone No. 1574.

[13]

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,  
BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.  
SHANGHAI: 2-3, FOONGH ROAD. YOKOHAMA: 12, WATER STREET.

MANILA—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED,  
FOREIGN MONIES EXCHANGED.

CHRIST OFFICE—LUDGATE CIRCUIS, LONDON, E.C.  
Hongkong, 3rd July, 1914.

[742]

## COMMERCIAL.

## CLOSING QUOTATIONS.

November 17th.

ON LONDON:—	
Telegraphic Transfer	184
Bank Bills, on demand	184
Bank Bills, at 30 days sight	184
Bank Bills, at 4 months sight	184
Credits, at 4 months sight	184
Documentary Bills, 4 months sight	184
ON PARIS:—	
Bank Bills, on demand	314
Credits, at 4 months sight	324
ON SHANGHAI:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	49
Credits, at 60 days sight	nom.
ON BOMBAY:—	
Telegraphic Transfer	nom.
Bank, on demand	129
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	129
ON SHANGHAI:—	
Bank, at sight	77
Private, 30 days sight	nom.
ON YOKOHAMA:—	
On demand	84
ON MANILA:—	
On demand	84
ON SINGAPORE:—	
On demand	104
ON RAIPUR:—	
On demand	nom.
ON SAIGON:—	
On demand	nom.
ON BANGKOK:—	
On demand	89
SOVEREIGNS, Bank's Buying Rate	\$11.40
GOLD LEAF, 100 fine, per tole	\$58.80
BAR SILVER, per oz.	23

## SUBSIDIARY COINS.

Hongkong...20 cents piece...\$16.80 discount.  
Hongkong...10 " \$17.5 " "

## TO-DAY

4 p.m.—Matinee A.D.C. at the Theatre Royal.  
—"The Blue Bird."

## FORTHCOMING EVENTS.

Saturday, 21st Nov.—

Noon—Hongkong Jockey Club Extraordinary General Meeting.

9.15 p.m.—A. D. C. at the Theatre Royal—"The Blue Bird."



"What's the Signal?"  
"Commander asks: Have you any Felucca Cigarettes?"

## FELUCCA EGYPTIAN CIGARETTES

Possess an individuality and distinction that never fails to charm.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	\$6.00
Return " " (available also for return by day steamer)	...	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	...	4.00
Return " " " " " " " " " "	...	...	...	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

## HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 18th NOVEMBER, 1914.

8 a.m. HEUNGSHAN. | 8 a.m. HONAM.  
5 p.m. SUI AN. | 5 p.m. FATSHAN.

THURSDAY, 19th NOVEMBER, 1914.

8 a.m. HONAM. | 8 a.m. HEUNGSHAN.  
5 p.m. FATSHAN. | 5 p.m. SUI AN.

## HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. | S.S. TAISHAN, Tons 2,008.

## HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

## EXCURSION TO MACAO.

SUNDAY, 22nd NOVEMBER, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

## CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. | Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. & THE CHINA NAVIGATION CO., LTD.

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAIRAM, 568 tons, and S.S. NANNING, 568 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

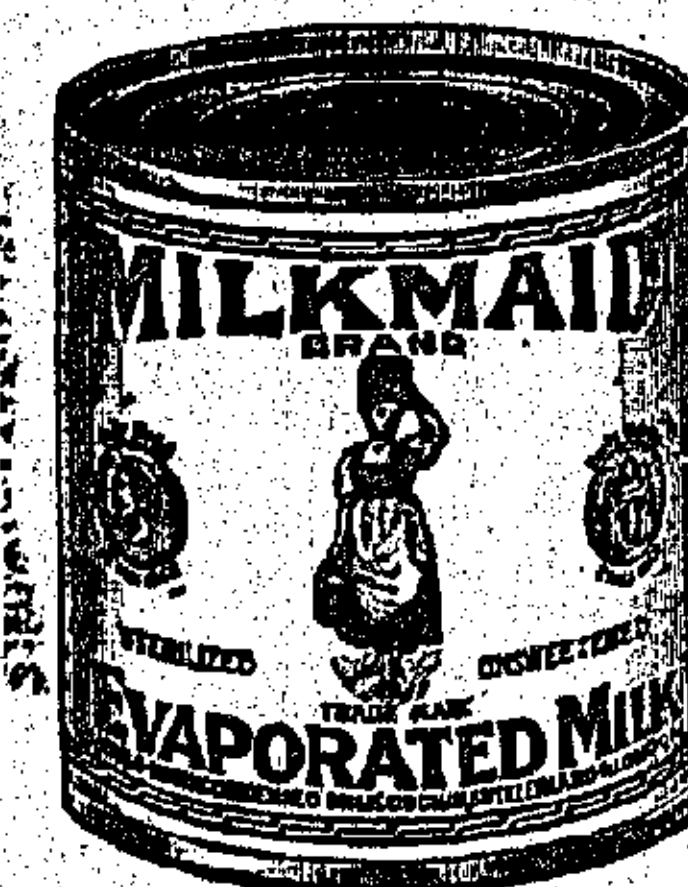
PROPOSED SAILINGS: From Hongkong: 25th Nov. "GUJARAT" From Colombo: 17th Dec.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

MILKMAID  
EVAPORATED MILK.

A FRESH CONSIGNMENT OF "ONES" AND "HALVES"  
SIZE TINS HAS NOW ARRIVED.  
PLEASE APPLY TO THE USUAL STORES.

[1127]

## PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons | MANCHURIA 27000 tons  
KOREA 18000 tons | SIBERIA 18000 tons  
CHINA 10200 tons | NILE 11000 tons  
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA ..... Sailing TUESDAY, 1st Dec., at 1 P.M.  
PERSIA (via Manila) ..... WED. DAY, 16th Dec., at Noon.  
KOREA ..... TUESDAY, 22nd Dec., at 1 P.M.  
SIBERIA ..... TUESDAY, 29th Dec., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of M. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, check games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

TEL. No. 141. KING'S BUILDINGS.

[152]